

Insurances.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.
CAPITAL \$2,000,000, IN 2,000 SHARES OF \$1,000 EACH.
\$100 per Share to be paid on Allotment, and \$100 six months after Allotment.

NOTICE.
WITH reference to the following Resolutions passed at a Meeting of the Shareholders of the Hongkong Fire Insurance Company held on the 31st instant, applications for Shares in the Hongkong Fire Insurance Company, Limited will be received by the General Managers, the form of application to be as follows:—

To the General Managers and Consulting Committee of the Hongkong Fire Insurance Company, Limited,
GENTLEMEN,—
I request you to allot me Shares of One Thousand Dollars each in the above named Company, and I agree to accept such Shares, or any less number which may be allotted to me, and to pay a Call of One Hundred Dollars per Share on allotment, and a further Call of One Hundred Dollars per Share, six months after allotment, and I further undertake to subscribe to the Debt of Settlement when called on to do so.
I remain, Gentlemen,
Your Obedient Servant,

RESOLUTIONS REFERRED TO ABOVE.

No. 1.
That the General Managers and Consulting Committee are hereby authorized to adopt measures for the reconstruction of the Company as the Hongkong Fire Insurance Company, Limited, on the basis proposed in the Memorandum of the 2nd April presented to this Meeting.

No. 2.
That the General Managers and Consulting Committee are hereby requested to receive applications for Shares in the Hongkong Fire Insurance Company, Limited, and on the receipt of such applications to call an Extraordinary General Meeting of the Hongkong Fire Insurance Company for the purpose of authorizing its dissolution and the transfer of its assets and liabilities to the new Company.

JARDINE, MATHESON & Co.,
General Managers
Hongkong Fire Insurance Company.

N.B.—Forms of application for Shares may be had at the Office of the Company, Queen's Road.
Hongkong, April 9, 1868.

HONGKONG FIRE INSURANCE COMPANY.

NOTICE.
FROM and after this date the following rates will be charged for Short Period Insurances, viz:—

Not exceeding one month, 1/2 of the Annual Rate.
Above one month and not exceeding three months, 2/3 " "
Above three months and not exceeding six months, 3/4 " "
Above six months, the full Annual Rate.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Company.
Hongkong, April 7, 1868.

ALLIANCE FIRE ASSURANCE COMPANY.

NOTICE.
FROM and after this date the following rates will be charged for Short Period Insurances, viz:—

Not exceeding one month, 1/2 of the Annual Rate.
Above one month and not exceeding three months, 2/3 " "
Above three months and not exceeding six months, 3/4 " "
Above six months, the full Annual Rate.
JARDINE, MATHESON & Co.,
Agents, Alliance Fire Insurance Company.
Hongkong, April 7, 1868.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.
ESTABLISHED 1809.
CAPITAL £2,000,000.
ANNUAL REVENUE £297,295.

THE Undersigned Agents at Hongkong for the above Company are prepared to grant Policies against FIRE, to the extent of £100,000 on any Building, or on Merchandise in the same.

GILMAN & Co.
Hongkong, June 21, 1864.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

FROM and after this date the following Rates will be charged in Short Period Insurance, viz:—

Not exceeding one month, 1/2 of the annual rate.
Above one month, and not exceeding 3 months, 2/3 " "
Above 3 months, and not exceeding 6 months, 3/4 " "
Above 6 months, the full Annual rate.
GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
Hongkong, April 7, 1868.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Reduction in the Rates of Premium. Detached and semi-detached Dwelling-Houses removed from Town, and their Contents, 1/2 per cent.

Other Dwelling-Houses used strictly as such, and their Contents, 1/2 per cent. per annum.
Godowns, Offices, Shops, &c., and their Contents, 1 per cent. per annum.
GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
Hongkong, March 9, 1866.

Insurances.

THE QUEEN INSURANCE COMPANY.

CAPITAL—Two Million Sterling.
THE Undersigned having been appointed Agents for the above named Company are prepared to grant Policies against Fire, either at this Port, or at Macao, Canton, or Whampoa, to the extent of £15,000, in any one Risk upon Buildings or Merchandise, on the usual terms.

HOLLIDAY, WISE & Co.
Hongkong, June 8, 1867.

NOTICE.

QUEEN INSURANCE COMPANY.
The following Rates will be charged in future for short period Insurances, viz:—

Not exceeding 1 month, 1/2 per cent.
Above 1 month and not exceeding 3 months, 2/3 do.
Above 3 months and not exceeding 6 months, 3/4 do.
Above 6 months, the full annual rate.
HOLLIDAY, WISE & Co.
Agents.
Hongkong, April 8, 1868.

THE LONDON ASSURANCE CORPORATION.

THE Undersigned having been appointed Agents of the above Corporation are prepared to grant Fire and Marine Insurance on the usual Terms.

HOLLIDAY, WISE & Co.
Hongkong, December 26, 1867.

LONDON ASSURANCE CORPORATION.

THE following rates will in future be charged for Short Period Insurances:—

One month, 1/2 per cent.
Three months, 2/3 " "
Six months, 3/4 " "
HOLLIDAY, WISE & Co.
Hongkong, April 7, 1868.

NOTICE.

THE following Rates will be charged in future for short period Insurances, viz:—

Not exceeding 1 month, 1/2 per cent.
Above 1 month and not exceeding 3 months, 2/3 do.
Above 3 months and not exceeding 6 months, 3/4 do.
Above 6 months, the full annual rate.
HOLLIDAY, WISE & Co.
Agents.
Hongkong, April 6, 1868.

MANCHESTER FIRE ASSURANCE COMPANY.

CAPITAL ONE MILLION STERLING.
THE DIRECTORS have the pleasure to announce the appointment of Messrs Holliday, Wise & Co. as agents for the Company at Hongkong, Shanghai, Canton, Hankow, and Peking, who are prepared to grant Insurances at current rates and of whom all useful information may be obtained.

By Order of the Board,
Jas B. NORTHGOTT, Secretary.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company at this Port, are prepared to grant Policies against Fire to the extent of £50,000 on Buildings, or on Goods stored therein.

GIBB, LIVINGSTON & Co.
Hongkong, August 24, 1864.

NOTICE.

IMPERIAL FIRE OFFICE.
FROM and after this date the following Rates will be charged for Short Period Insurances, viz:—

Not exceeding 1 month, 1/2 of the annual rate.
Above 1 month and not exceeding 3 months, 2/3 do.
Above 3 months and not exceeding 6 months, 3/4 do.
Above 6 months, the full annual rate.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
Hongkong, April 7, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM. UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—

Detached and Semi-detached Dwelling Houses removed from the Town, and their Contents, 1/2 per cent.
Other Dwelling Houses used strictly as such, and their Contents, 1/2 per cent.
Godowns, Offices, Shops, &c., and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
Hongkong, March 6, 1866.

BOMBAY INSURANCE COMPANY.

FORBES & CO.'S CONSTITUTED INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Companies are prepared to accept Risks on the usual terms.

GIBB, LIVINGSTON & Co.
Hongkong, February 26, 1868.

ALBERT LIFE ASSURANCE COMPANY.

ESTABLISHED 1838.
Managing Agents in China, — Messrs. AUGUSTINE HEARD & Co., Hongkong, Medical Referee, — J. IVOR MORRIS, Esq., M.D.

THE Undersigned having been appointed Managing Agents for the above Company are prepared to accept risks and issue Policies on Life Assurances.

For further particulars, terms of proposals, &c., apply to
AUGUSTINE HEARD & Co.
Hongkong, June, 1867.

JOHAN MARINE INSURANCE COMPANY.

INCORPORATED 1859.
CAPITAL—£1,000,000.

THE Undersigned having been appointed Agents for the above Company are prepared to accept Marine risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.
Hongkong, June 6, 1867.

Insurances.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine Risks at current rates.

AUGUSTINE HEARD & Co.
Hongkong, March 6, 1868.

ROYAL INSURANCE COMPANY.

FIRE AND LIFE.
CAPITAL, £2,000,000.

(LIFE DEPARTMENT.)
£2 per Cent. per annum Bonus declared during the last Fifteen Years on all Profit participating Policies of Two Years' standing.

The utmost liberality practised in the settlement of all Claims, with the representation of deceased Assureds.

An Assurance for any sum not exceeding £1000 can be effected with the Undersigned without referring to Head-quarters.

By special authority of the Board, Claims are settled at once by the Undersigned without reference to England.

Fees to Medical Referees paid by the Company.

No forfeiture of Policy from unintentional mis-statement.

Premiums payable Half-yearly or Annually at the option of the Assured.

Annual Premiums for an Assurance of £100 for the whole term of Life, including £2 10s. per Cent. for Foreign Risk, which will be deducted during a visit to or a permanent resident in Europe:—

AGE. WITHOUT PARTICIPATION. WITH PARTICIPATION.

15 £3 19 8 \$4 5 6
20 4 3 8 4 9 4
25 4 18 2 4 14 2
30 4 13 11 4 10 9
35 5 0 0 5 6 2
40 5 8 0 5 14 1
45 5 17 11 6 4 6
50 6 11 7 6 18 3
55 7 11 1 8 0 4
60 8 16 0 9 8 7

N.B. Intermediate ages charged proportionally.
For Forms, for effecting Life Assurances, and for any further information, apply to
ROB. S. WALKER & Co., Agents.
Hongkong, September 3, 1864.

LIFE ASSURANCE.

THE Undersigned have received Authority by a recent Mail to issue Life Policies for amounts not exceeding £1000 without reference to the Head Office, as was previously required by the Board.

ROB. S. WALKER & Co.,
Agents Royal Insurance Company.
Hongkong, January 6, 1866.

NOTICE.
THE Undersigned having received extended limits from THE ROYAL INSURANCE COMPANY, are now authorised to issue Policies against FIRE as follows, viz:

On any one first-class Building, or on Goods stored therein—in Hongkong, \$50,000; in Macao \$45,000.
Agents Royal Insur. Company of Liverpool.
Hongkong, June 17, 1864.

NOTICE.

ROYAL INSURANCE COMPANY.
THE following Rates will be charged in future for short period Insurances, viz:—

Not exceeding One Month, 1/2 per cent.
Above One Month and not exceeding Three Months, 2/3 per cent.
Above Three Months and not exceeding Six Months, 3/4 per cent.
Above Six Months, The full Annual Rate of 1 per cent.
ROB. S. WALKER & Co.,
Agents Royal Insurance Company.
Hongkong, April 7, 1868.

REDUCTION IN THE RATES OF PREMIUM FOR FIRE INSURANCE.

THE Undersigned have (as already intimated in their Circular dated 14th October last) received authority from the Secretary of the ROYAL INSURANCE COMPANY to reduce the rate of Premium under certain circumstances, on PRIVATE RESIDENCES and on FURNITURE and Effects, therein contained.

In cases of Dwelling-Houses removed from the Town, the rate of Premium will be Three-quarters per Cent. in place of One per Cent. per Annum as hitherto charged; and in cases of Residences, so situated, being detached or semi-detached, the rate will be further reduced to One-half per Cent.

The Royal's Annual Rates for FIRE INSURANCE on the various classes of Buildings and their contents will therefore remain as follows, until further notice, viz:—

Detached and semi-detached Dwelling-Houses (removed from the Town) and their Contents, 1/2 per cent.
Other Dwelling-Houses (situated in the Town) and their Contents, 2/3 per cent.
First Class China Houses and their Contents, 1 1/2 per cent.
Other Risks as per special arrangement.

ROB. S. WALKER & Co.,
Agents Royal Insurance Company.
Hongkong, November 9, 1866.

THE UNIVERSAL LIFE ASSURANCE SOCIETY OF CALCUTTA.

ESTABLISHED 1834.
Subscribed Capital, £2500,000.
Accumulated Funds exceed £208,000.

THE Undersigned are empowered to accept Life Assurances in the above Society. Full particulars given on application.

ROB. S. WALKER & Co.
Hongkong, February 21, 1868.

AMICABLE INSURANCE OFFICE.

THE Undersigned having been appointed Agents for the above INSURANCE OFFICE, are prepared to accept Marine Risks, and issue Policies on any first class Sailing Vessels or Steamers, on the usual terms, payable in case of loss, in CHINA, SINGAPORE, CALCUTTA, BOMBAY, or LONDON.

ROB. S. WALKER & Co.
Hongkong, June 17, 1864.

Insurances.

YANGTZE INSURANCE ASSOCIATION OF SHANGHAI.

A DIVIDEND of (8 per cent.) Eight per cent has been declared on the Net Premium contributed to the above Association for the year ending 30th September, 1868.

POLICY HOLDERS will please send in particulars of their contribution to that date to the Undersigned.

RUSSELL & Co.,
Hongkong, September 7, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

THE Undersigned having been appointed Secretaries and Agents of this Association, are prepared to issue Policies upon Marine Risks at current rates of premium. Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Foochow and Shanghai.

In addition to the usual brokerage this Association returns to the assured of each year at the close of each current year, fifteen (15) per cent of the profits of the Company for that year divided pro rata to the amount of premium paid by each policy-holder.

RUSSELL & Co.
Hongkong, March 2, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned, agents for the above Company, are prepared to grant Policies against FIRE, on BUILDINGS and GOODS, at current rates.

RUSSELL & Co.
Hongkong, February 6, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above Insurance Company are prepared to grant Policy covering Marine Risks, at the current rates.

RUSSELL & Co.
Hongkong, July 6, 1866.

BATAVIA SEA & FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above named COMPANY are prepared to grant Policies against SEA RISKS, at current rates.

RUSSELL & Co.
Hongkong, April 1, 1865.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE).
CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matesels, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information apply to
ARNOLD KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

DE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Undersigned having been appointed Agents in Hongkong for the above named Companies are prepared to grant Policies against Sea Risks on the usual terms.

SIEMSEN & Co.
Hongkong, August 1866.

SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Undersigned having been appointed Agents in Macao for the above named Company are prepared to grant Policies covering Marine Risks at the current Rates.

R. VYAL & Co.
Macao, Aug. 4, 1866.

MERCHANTS' MUTUAL MARINE INSURANCE COMPANY, SAN FRANCISCO.

PAID UP CAPITAL, \$500,000.
THE Undersigned having been appointed Agents in Hongkong and China for the above Company, are prepared to grant Policies at Current Rates.

OLYPHANT & Co.
Hongkong, August 9 1867.

SUN FIRE OFFICE.

THE Undersigned having been appointed Agents for the above Office, are prepared to grant Policies against FIRE, on the usual Terms and Conditions.

Risks will also be accepted at the following Ports:—
Canton, by Messrs DEACON & Co.
Macao, by E. L. LANGA, Esq.
Amoy, by Messrs DOYD & Co.
Fukien, by Messrs KINNEAR & Co.

Full particulars of Rates, &c., may be obtained on application to
ADAM SCOTT & Co. Agents.
Hongkong, May 22, 1866.

NOTICE.

GUARDIAN FIRE ASSURANCE COMPANY.
THE following Rates will be charged in future for Short Period Insurances, viz:—

Not exceeding 1 month, 1/2 per cent.
Above 1 month and not exceeding 3 months, 2/3 do.
Above 3 months and not exceeding 6 months, 3/4 do.
Above 6 months, the full annual rate.
ALFRED WILKINSON & Co.,
Agents, Guardian Assurance Company.
Hongkong, April 7 1868.

NOTICE.

NORTHERN ASSURANCE COMPANY.
FROM and after this date the following Rates will be charged for Short Period Insurances, viz:—

Not exceeding one month, 1/2 of the Annual Rate.
Above one month and not exceeding 3 months, 2/3 " "
Above 3 months and not exceeding 6 months, 3/4 " "
Above 6 months, the full annual rate.
TURNER & Co.,
Agents.
Hongkong, April 13, 1868.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

SUBSCRIBED CAPITAL, FIVE MILLIONS OF DOLLARS.

COURT OF DIRECTORS.
Chairman, — GEORGE JOHN HELLAND, Esq.
Deputy Chairman, — GEO. F. HEARD, Esq.
W. H. FOSTER, J. J. JULIUS MENKE, Esq.
ESQ. JAMES B. TAYLOR, Esq.

Managers.
J. A. JOOST, Esq.
JAS. P. DUNGANSON, Esq.

Hongkong, . . . VICTOR KRESSER, Esq.
Shanghai, . . . DAVID MACLEAY, Esq.
London Bankers, — London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 6 per cent. " "
LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

VICTOR KRESSER,
Chief Manager.
Offices of the Corporation, Wardley House, No. 1, Queen's Road, Hongkong, March 2, 1868.

DOCKS.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CAPITAL, — \$750,000.
IN 1,500 SHARES, OF \$500 EACH.

THE COMPANY'S DOCKS at ABERDEEN and WHAMPOA are in full working order, and the attention of Ship-owners is respectfully solicited to the advantages which these Establishments offer for the Docking and Repair of Vessels.

The following description of the Premises is submitted for the information of the Public.

ABERDEEN DOCK.

DOCK No. 1.
Built of GRANITE.
Length, 330 feet.
Breadth, 80 " "
Depth of Water at Spring Tides, 18 " "
" Neap Tides, 16 " "

NEW DOCK, No. 2.
Built of GRANITE.
Length, 400 feet.
Breadth, 90 " "
Depth of Water at Spring Tides, 24 " "
" Neap Tides, 21 " "

This Dock is now under course of construction.

WHAMPOA DOCKS.

DOCK A.
Built of GRANITE.
Length, 550 feet.
Breadth, 80 " "
Depth of Water at Spring Tides, 16 1/2 " "
" Neap Tides, 15 1/2 " "

This can be used either as one or two Docks.

DOCK B.
Built of GRANITE.
Length, 340 feet.
Breadth, 60 " "
Depth of Water at Spring Tides, 18 " "
" Neap Tides, 15 " "

The above are the largest Docks in China and they are fitted with every appliance in the way of Cranes, powerful Steam Pumps, &c., to ensure safety and despatch in work.

DOCK C.
Built of Woon.
Length, 260 feet.
Depth of Water at Spring Tides, 14 " "
" Neap Tides, 11 " "

Fitted with Cranes and Steam Pumps.

DOCK D.
Length, 164 feet.
Depth of Water at Spring Tides, 12 1/2 " "
" Neap Tides, 9 " "

DOCK E.
Length, 120 feet.
Depth of Water at Spring Tides, 11 " "
" Neap Tides, 8 " "

D. and E. are Mud Docks available for small vessels, at very low rates.

WORKSHOPS.
The Workshops on the Premises, both at Aberdeen and Whampoa, possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineer's Shops are supplied with Lathes, Planing, Sawing, Cutting, Punch

BANKS.
THE SHANGHAI BANK.
 CAPITAL, FIVE MILLIONS OF DOLLARS.
 DIRECTOR: JOHN HILLARD, Esq.
 MANAGER: JOHN HILLARD, Esq.
 JAMES B. TAYLOR, Esq.
 J. A. JUST, Esq.
 JAS. P. DUNCANSON, Esq.
 Managers: VICTOR KREISSER, Esq., Chief Manager; DAVID MACLEOD, Esq., Second Manager.
 HONGKONG.
 DEPOSIT ALLOWED.
 Deposit Accounts at the rate of 2 per cent. per annum.
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RELIGIOUS SERVICES ON SUNDAYS IN HONGKONG.
 St. John's Cathedral.—Morning, 11 o'clock.—Rev. W. R. Beach, M.A., Colonial Chaplain. Afternoon, 4 o'clock.—Rev. John Kingston, B.N.
 Union Church.—Morning, 11 A.M.; Evening, 8 P.M.
 St. Stephen's Mission Chapel.—(Service in Chinese.) Morning, 10 o'clock.—Rev. C. F. Warren, Rev. Lo Sam Yuen. Afternoon, 3 o'clock.—The same.
 Roman Catholic Church.—Rev. Father Raimondi, vice-protector. In the morning, at 5.30, 1st Mass; 6.2nd Mass; 7.3rd Mass; 8. High Mass with Sermon in Portuguese; 9.30, Last Mass, with Sermon in English. In the afternoon, at 1, Sermon in Chinese. Evening, 5, Sermon in Portuguese; 5.30, Benediction.
 Service in the German language, by Pastor E. Kitzke, on every Sunday, at half-past ten A.M., in the Chapel of the Berlin Foundling House, West Point.
 Sailor's Home.—Evening Service, at 6 P.M.—Rev. W. R. Beach, M.A.
 CHRISTIANITY SYNAGOGUE.—Lyndhurst Terrace. Service at 3 P.M. every Sunday.
TO CORRESPONDENTS.
 Our columns are open to all who wish to address the public on legitimate grounds, but we do not hold ourselves responsible for the opinions of our correspondents.
 All communications addressed to this paper must be accompanied by the name of the sender, not necessarily for publication, but as a guarantee of good faith.
 NOTICE.—It is particularly requested that all communications relating to the general business of this paper be addressed to the Proprietor and in no case to individuals by name. Much delay and inconvenience in the transaction of business will thereby be avoided.

THE SHANGHAI SHIPPING OFFICE.
 The columns of our Shanghai contemporaries have of late been largely devoted to discussing a case of assault which occurred at H.M. Consulate at that port. It appears that a distressed British subject, formerly a seaman, applied to the shipping clerk for some money which was his property, but which was retained by the said clerk under the regulations framed to prevent discharged sailors from becoming burdens on the public purse. The clerk, who does not seem to be gifted with much discretion, answered him in a way which was unnecessarily harsh and insulting; and the consequence was that the man, hungry and despairing, became excited, and committed the assault in question, for which he has been sentenced to a term of imprisonment. We do not question the absolute justice of the judge's decision, nor is the case in itself worth all the fuss which has been made about it. But it has given rise to comments of much importance respecting the regulations which permit of the temporary clerks in Her Majesty's Consular service being placed in charge of important departments. There may be good reasons for employing them in preference to those who have had to stand the test of examinations, the dreary grind at Chinese, and the "hope deferred" which has in many cases so unjustly weighed upon efficient public servants, though we confess that we are not quite clear even upon this point. But it is unquestionable that considerable care should be exercised in placing so much power as is involved in the position of Consular shipping master in inexperienced or unfit hands. Especially do these remarks apply to a port like Shanghai, at which the shipping business is so heavy. Now it appears—in fact we can assert—that the shipping clerk at Shanghai has been in the habit of treating masters of vessels, to say nothing of other officers and seamen, in a manner which invariably excites an angry feeling on the part of those thus dealt with. We all know that sailors—especially merchant sailors—are a difficult class to deal with, and that they must often be treated rather as children than as full grown men. But without any necessity for over-politeness, there is a natural civility to which all who do not misconduct themselves are entitled; and this civility seems to have been as a rule withheld by the shipping clerk at Shanghai. It is to be hoped that the exposure he has thus brought upon himself will result in a reform where it is really needed, and that it will no longer be possible for an outsider, junior in rank to the youngest student interpreter, to treat men of such good standing as the masters of steamers running between this port and Shanghai with an insolence of demeanour, which, we are happy to say, not a characteristic of those who are bona fide members of the Consular service.
LOCAL.
 We remind our readers of Mr Stephen Massett's Ballad Concert, to take place this evening, at the Hongkong Hotel. See advertisement.
TO-DAY'S POLICE.
 Six Chinese painters were charged with being concerned in a burglary in Joss Street. It appeared that a burglary was committed in a shop in that street this morning at 4 A.M., and that district watchman No. 20 saw a man rushing out from a house three doors therefrom. He stopped the man, but he drew out a knife and attempted to stab him, when he got away and escaped. The watchman, with the others, went into the house, and found the articles stolen there, and arrested the prisoners. Mr Brewster (of Mr Caldwell's) appeared for the prisoners. He called Chun Ching-poo, landlord, who declared that he employed the prisoners from Canton to paint the house, and could stand security for them; they were honest men. The prisoners were thereupon ordered to find each one security of \$20 for a fortnight.
 In the case of fraud brought forward by Mr Smith (McAlister & Co.), against Cheong Ahing, the defendant, who had been released on bail, did not appear. Bail was ordered to be forfeited and a warrant was issued for his apprehension. We understand his master Mr C. J. Silva, (of Mercantile Bank), stood security in \$25.
 Cheong Anam, who stood charged with kidnapping, was discharged, no direct evidence having been produced against him.
 Our readers will remember the circumstances of the wreck of the *Baghroos*, transport-ship, near Cape St. Francis, on the South African Coast, at one o'clock on the morning of Oct. 21, and the subsequent catastrophe to H.M.S. *Osprey*, in the same neighbourhood. The disaster to each vessel was attributed solely to the existence of currents not marked on the charts. A correspondent of a Port Elizabeth paper makes an elaborate analysis of the evidence given at the enquiry into the loss of the *Baghroos*. It is too long for extract, but the conclusion is worth preserving. The writer says:—"It is proper to record that, although the unfortunate *Baghroos* appears to have met her fate without the agency of currents, we must not assume that currents do not exist. They do exist at times to a dangerous degree, the variations of their force depending upon obvious influences. Their general nature is along the coast from the Mozambique Channel. The tides on the Aden side, published in March, 1867, indicate a mean inclination to the parallel of about 30 degrees on the run between Port Elizabeth and Mossel Bay. To fix our ideas, let us assume the maximum velocity to be two miles hourly. This velocity resolved in the direction of the parallel westward, and perpendicular northward, is 1.73 and 1 respectively, namely, would amount in ten hours to seventeen miles westward and two miles towards the land; and mariners should always be prepared for the encounter. The preparation is very simple, only a half point seaward of the chart course, provided always that there be no hugging. It is a singular circumstance that many do not seem to understand that the open course between St. George's Point, or L'Agulhas, and Port Elizabeth is the shortest."

THE CHINA MAIL.
 HONGKONG, SATURDAY, APRIL 18, 1868.
THE I. M. CUSTOMS.
 It is impossible for Foreigners to watch without anxiety the gradual change which is creeping over the constitution of the Imperial Maritime Customs in China. Much has been said and written about the policy pursued by Mr Hart, whether considered as regards the personnel of the "service," of which he is the ostensible head, or as regards the ultimate objects he may have in view as regards the Chinese Government. He has of late been both steadily curtailing the privileges of those who occupy the more important posts, as well as the indulgences heretofore accorded to the juniors of the Customs employ. A few weeks since it was stated that none except Chinese scholars would hereafter be eligible for advancement, and followed up this announcement by promoting juniors who possessed this qualification and passing over others senior in age but unacquainted with the dialect; while a subsequent notification states that no one under the rank of Commissioner will in future be entitled to quarters for a wife and family.
 It is not, however, so much with the personal regulations which he frames as with the position into which he is gradually forcing the Customs service that foreigners generally, including the merchants of Hongkong, have to do. He is obviously merging his position as chief of a revenue department in the more important office of foreign adviser in chief to the Chinese Government. He is in fact acquiring, with a diplomatic skill which is as admirable as it is damaging to our interests, precisely the very position aimed at by Mr Lay and only missed by his ill-directed belief in the support of the British Government. He is, moreover, encouraging his subordinates to pursue the same line of policy, which, if successfully carried out, must eventually result in the Commissioners of Customs supplanting, at the various ports, Her Majesty's Consuls in the performance of many offices now strictly their own. It is for British and other subjects to decide whether on the whole they would be glad to see this result achieved. A vast deal of trash is written about Mandarin worship, but some assert that more danger is to be apprehended on this score from employees avowedly deriving pay and emoluments from the Chinese than from our officials as at present holding office. Others again are tempted to believe that, while every care should be taken to obviate the acquisition of an undue influence by the Customs service, our relations with the Chinese would be placed upon a clearer footing by a tacit permission being accorded to Customs officials to consider themselves as the advisers, as well as the servants, of the Chinese Government. And that, while such a course might doubtless restrict in a few points the functions of Consular officers, they would on the other hand have to deal with an intelligible policy and be relieved from the care of constant watchfulness regarding minor details of international law.
 We should be tempted to adopt the latter opinion did not the cosmopolitan nature of the Customs service effectually preclude any hope that such functions could be performed irrespective of national bias. Experience has taught all familiar with the policies of other European nations in the far East that few can refrain from looking upon themselves as the representatives of their own nationalities in cases of dispute. For the reason we object to the policy which Mr Hart is inaugurating. So long as he holds the reins of office, complications must be avoided. But a successor is scarcely likely, even if willing to maintain a much impartiality as Mr Hart is credited with possessing.

CHILD STEALING.
 Chun Awan was charged with the above offence. From the evidence of the brother of the stolen boy, and Aning (the boy himself), the facts appeared to be as follows. The boy, Lai Aning, aged 11 years, who was employed in learning "pig-die" with his brother, went to see the twins in February last, and his brother Lai Awan saw nothing of him for some days. Prisoner, according to the boy's own statement, gave him some tea, after drinking which he became stupid, and shortly found himself in a boat on the way to Aberdeen. He met his brother at the theatre. A sum of \$11 was paid by the prisoner for the boy. Prisoner, in defence, pleaded that he had been a seller of salt fish for the last seven years in Aberdeen, and as the boy Aning was a beggar, he took him in and fed him. 1st witness tried to take the boy away, and he accordingly gave 1st witness in charge.
 His Lordship remarked that the case was a very clear one, if the jury believed the evidence; and the jury at once brought in a verdict of Guilty. Prisoner was sentenced to two years' hard labour.
BURGLARY.
 Ho Ayook, a most abandoned and wild-looking criminal, was placed at the bar charged with having committed a burglary upon the house of Chuy Ayook. The prisoner pleaded guilty, and doggedly awaited the worst. Mr Douglas, of the Gaol, deposed to an intimate knowledge of the prisoner, whom he described as a very dangerous man. The Chief Justice informed the prisoner that it was fortunate for him that he was unwarned on the present occasion, otherwise he would have been flogged. He was a very bad character, however, and he would therefore sentence him to three years' penal servitude.
KIDNAPING, WITH USE OF DRUGS.
 Fong Cheong Mow (an old woman of fifty years of age), and another Chinaman, were placed at the bar on a charge of having administered a stupefying drug to a married woman, and then kidnapped her, on the 14th ultimo. Complainant, who is a brick-carrier, stated that, on the day in question, she was dragged by the first prisoner, who gave her a cake to eat, and was then taken over to Took-ah-wau (Kowloon), where she was sold for \$5. Her husband came and redeemed her; she was not ill-treated while at Kowloon. These facts were corroborated by the husband of complainant, by the man in whose house she was kept at Took-ah-wau, and by his wife. The charge having been clearly brought home to the prisoners, a verdict of guilty was returned and they were each sentenced to two years' hard labour.
 Fong Akow, the Chinaman charged with having solicited the commission of an unnatural offence, was sent back to be summarily dealt with by the Police Magistrate.
 This concluded the business of the Sessions.

CORRESPONDENCE.
THE AMOY MISSION.
 To the Editor of the "CHINA MAIL."
 HONGKONG, 18th April, 1868.
 Sir,—Allow me in a few sentences to advert to your article in yesterday's paper on China Missions. I am tolerably well acquainted with the Amoy Mission, and very recently spent three weeks in visiting the stations under the care of one of the three societies, who have taken up Amoy and the surrounding region as their mission field. There are two facts of which, as yet, you do not seem to be aware, and the knowledge of which may help you to give General Walker a little more credit for truthfulness as well as knowledge than your article is inclined to ascribe to him. The Amoy Mission has at present over one thousand Chinese, who have been admitted to Church membership, and both at the time when General Walker was speaking and now, it offers the prospect of a very speedy multiplying of this number. This is the first fact. In the face of it, was Gen. Walker either untruthful or ignorant in saying of missions in China, of which he was taking Amoy as the representative, that they gave evidence of a remarkable willingness to hear and receive the truth as compared with missions in Hindostan? I leave it to those who know anything of missions in Hindostan to answer. The second fact concerns the statement that the Amoy mission shows in a remarkable manner how native agents have been instrumental in the spread of the truth. This statement of General Walker is, in spite of Mr Editor of your incredulity, rightly truthful. It is notorious to all who have any knowledge of the history of the Amoy mission. If you desire evidence it will be readily forthcoming. In the meantime let the positive statement of one who knows stand against your vague insinuation to the contrary. That China is a hard and difficult mission field, every Missionary, and General Walker also I have no doubt, was ready to admit. But that the Gospel of Jesus Christ is unequal to this hardness, or that God will not manifest His power, and the glory of His grace in bringing a great multitude of this people to Himself, is a supposition which no Christian man can for a moment admit. Hoping that you will insert this letter in your earliest issue,—I remain, your obedient servant,
 J. L. MAXWELL, M.D. Ed.,
 Medical Missionary in Formosa.

TONNAGE DUES.
 (Supreme Court & Consular Gazette, April 4.)
 An important question has recently been brought before the notice of the public in reference to the liability of shipowners for damage caused to Tea upon the voyage home; upon which, for various reasons (chiefly because the question bore an analogy to one which, in the cases of Okoloff, Tokamoff & Co. and Ivanoff, Oberin & Co. versus Jardine, Matheson & Co. was about to come before the Supreme Court,) we have hitherto refrained from commenting. As the matter is one in which the mercantile public is deeply interested, we think it desirable, although at a somewhat late date, to lay before our readers the main considerations in connection with it.
 It appears that a cargo of Tea shipped from this port to London was found on arrival at its destination, to be damaged by the fumes which had exhaled from certain casks of wine which had been shipped in the same vessel, and that considerable loss was incurred in consequence to the owner of the cargo. We understand that some of the consignees took legal advice upon the question, but were not induced to bring the matter into Court. The advice thus given to them, we make little doubt, was as sound as it evidently was conscientious; but as an injurious impression may in consequence gain ground among shipowners to the effect that they cannot be made legally responsible for damage resulting from such causes, it may be well to notice upon what points their liability or non-liability in such a case would in all probability turn.
 The case under consideration, is scarcely necessary to notice, is identical in principle with the case just decided in the Supreme Court against the owners of the *Glengyle*; and the arguments which apply in the one case will in a great measure apply in the other. A distinction arises in the fact that in the case of the wine damage there is no peril of the sea, but the heat of the weather causing the evaporation which is as unexpected as any accident from the shipowner, takes the place of this cause; and in the case of the *Glengyle* Tea, the remote cause of the damage was the heavy seas; in that of the *Tuas* damaged by the wines, the remote cause was the heat of the weather, causing the exhalations from the casks; in the one the proximate cause was the bad stowage of the oil, in the other the receiving the wines on board at all, or at all events stowing them near the cargo which suffered the damage. In both cases, the power to prevent the accident is in the hand of the master—in the one by careful stowage, in the other by refusal to receive the wines at all. As was pointed out in the course of the arguments in the cases in the Supreme Court, the Law looks to the proximate and not to the remote cause; and if the former was brought about by negligence on the part of the Master, with whom the whole responsibility of stowage rests, except it can be shown that at the time of shipping, the shippers were aware of a danger from the other cargo on board the ship,—he stands liable for the damage.
 So far we entirely agree with the arguments advanced in the case of Okoloff & Co. v. Jardine, Matheson & Co., but we think upon one question sufficient stress was not laid, and as it is so likely to exercise an important influence upon a jury in deciding such cases, we think it well to explain its bearings. The point we allude to is the knowledge which the Master of a ship in receiving cargo may be expected to have of its being liable to damage other goods. If the Master were to be held responsible for all accidents to cargo caused immediately by other goods, though remote causes by stress of weather, he would practically be made responsible for all perils of the sea, and this is unnecessary to say is not what the Law contemplates. An extreme illustration of this is found in damage resulting from shifting of cargo through heavy weather, a point which arose in the Supreme Court in a case in which, as there was evidence that the Master had taken all ordinary precautions in stowing his cargo, he was not held liable. In this case the cargo was not of an exceptional nature, but the matter we think would have stood differently if the cargo had been of such a character as to demand extra precaution, irrespective of the consideration of future contingencies. With respect to oil, no shipmaster can by any possibility be supposed to be ignorant that in the event of heavy weather being experienced and an accident happening to the packages, serious damage will result, unless the oil be so stowed that when such an accident occurs, it will not come into contact with other goods. If he was held liable to the shippers of the oil because the casks burst through stress of weather, then

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Payment for Postage
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Bank Notes.
General Post-Office
Hongkong, April 9,

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Payment for Postage
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General Post-Office
Hongkong, April 9,
Houses
TO F
FOUR Large ROOMS
above the Office
44, Queen's Road, near
Messrs C. Hooper &
taken on the 1st of J
For Terms, &c., apply
Hongkong, November
TO I
THE Premises situated
Stanley Street, occu
pied by Messrs H. Ma
For particulars, apply
LAMBERT,
Hongkong, 5th Sep
TO BE
A SHOP, situated in
Queen's Road, near
Fittings complete.
N.B.—Two First
had with above, if requ
Address "Z," near

Houses for Sale.

TO BE
FOUR Large ROOMS
above the Office
44, Queen's Road, and
Messrs C. Hook & Co.
taken on the 1st of J
For Terms, &c., apply
Hongkong, November 1891.

TO BE
THE Premises situated
Stanley Street, and
purchased by Messrs H. M
For particulars, apply
LANMERT.
Hongkong, 5th September 1891.

TO BE
A SHOP, situated in
Queen's Road,
Fittings complete.
N.B.—Two First
had with above, if required.
Address "Z," Carey
pensary.
Hongkong, November 1891.

LIGHTERAGE.
THE undersigned will
Carton, Rice, and
chandise, in their own
the same on STORAG
nita roadways, on Mid

phinary.
 Hongkong, Novemb
 LIGHTERAGE
 THE Undergrunde
 Cotton, Rice, C
 chandise, in thei
 the same on STORA
 nite godowns, on Me
 ROB. S. S.
 Hongkong, March 4
 TO L
 THE OFFICE and C
 the corner of Wal
 Streets, and at Pres
 Messrs LEMMERSHOE
 For particulars, app
 GIBB, LIME
 Hongkong, March 6
 TO L
 A HOUSE in Spring
 four Rooms ar
 \$28 per month.
 Apply at the Victori
 Hongkong, March 1
 TO L
 TWO HOUSES o
 Spring Gardens,
 downs, rent moderate.
 Apply to
 LAMMERT, A
 Hongkong, 6th Sept
 TO L
 THE PREMISES
 Wharf, lately o
 AUGUSTINE HARDY & C

ROB. S.
Hongkong, March 4

TO L
THE OFFICE and
the corner of Wel
Streets, and at present
Messrs ELMENHORST &
For particulars, apply
GIBB, LIND
Hongkong, March 4

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Apply at the Victoria
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Apply to
LANMERT, A
Hongkong, 6th Sept

TO L
THE PREMISES
Wharf, lately of
AUGUSTINE HEARD &
be taken on the 1st of
For further particulars
THE
Hongkong, December

THE BUSINESS PR
occupied by Messrs
ONCE & Co., consisting
Officers, and spacious
Possession to be had
Apply to
JOS
Hongkong, February 2

A HOUSE in Queen's
a good view of the
North side. The House
Rooms with Bath Room
and back, Kitchens, St
Godowns on ground Fl
Apply to
Hongkong, February

THE BUSINESS PR
occupied by Messrs
BERG & Co., consisting of
Offices, and spacious Co
Possession to be had o
Apply to
Hongkong, February 2

Illustrations

Night Boats until further notice,
Hong, November 15, 1867.

New Advertisements.

INSTRUMENTS tuned and repaired by
C. WAGNER
28, Hollywood
Hongkong, August 2, 1937.

Jan-88 Hongkong November 20, 1867.

Hongkong, April 18, 1888.

april 2, 1999

100

BY ALL DEALERS THROUGHOUT THE U.S.

Advertisements.

NGKONG HOTEL.
Hotel is now open, where
and Gentlemen can find ac-
commodation.
Dinner parties.
at from 9 to 10 A.M.
1 to 2 P.M.
7 P.M.
Public Bar will be open on
7th instant.
CHAS. S. DUGGAN,
Manager.
March 6, 1868.

PRICE NOTIFICATIONS.

VT. LIZZIE," at 8.30 A.M.,
row, the 19th instant.
Y & SHAN HAI,
"WYLLIE," at 8.30 A.M., To-
row, the 19th instant, instead
to time previously notified.
PENANG & CO.UTTA,
"N. ALPINE," on Wednes-
day 22nd instant, at 1 P.M.

RAI-
"KING," on Monday, the
stant, at 3 P.M.

AM, SAN FRANCISCO &
United States of AMERICA

Mail Steamship Compa-
ny, "NEW YORK," at 2
Sunday, the 19th instant.
passengers intended to be for-
warded by this opportunity must
be notified per "NEW YORK,"
must be prepaid as follows:-
FOR A LETTER
8 cents.
and not ex- 16
and not ex- 24
and not ex- 32
additional 1/2 oz., 8
Conveyance Current, 2 cents each.
Conveyance recently concluded
respondence forwarded as above
delivered free at the place of
destination.

F. W. MITCHELL,
Postmaster General,
Post Office,
April 17, 1868.

UNDER DESPATCH.

Per "Glengyle,"
tomorrow, the 19th inst.
Per "Aunt Lizzie," To-mor-
row, the 19th inst.
Per "Peking," on Wednes-
day, the 22nd P.M.

Per "Per Er King," on Mon-
day, the 19th inst., at 4 P.M.

SHIP SHIPING.

ARRIVALS.

John Warner, Amer. barque,
San Francisco via Honolulu,
March 12, General.—RUSSELL.

Undine, British steamer, 386
tons, 18th, Amoy, 16th, Swa-
towa.—D. LAPELLE & Co.

CLEARED.
Shanghai.
Per San Francisco.

For Saigon.

PASSENGERS.

Per "Undine," Messrs Finn,
Lieut. Ray, Mr. Daly, M.N.
Moore, 3 European deck and 50

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Miscellaneous.



ELLWOOD'S
AIR-CHAMBER HAT FOR INDIA
LIGHT ASPHALT-SOFT AS TURBAN,
DURABLE AND COMFORTABLE.
Prize Medals—1862 and 1865 Exhibitions.
HATS, CAPS, AND HELMETS,
Every description manufactured at the Works of
J. ELLWOOD & SONS,
GREAT CHARLOTTE STREET, S. LONDON.
Helmets Contractors to the London Police Force.
Army Helmets and Caps with latest
improvements.
J. ELLWOOD & SONS' Goods are kept by all
respectable Dealers and Storekeepers.
CAUTION.—No Air-Chamber Hats of Helms
"genuine," unless bearing "ELLWOOD &
SONS" name.
* Orders through Mercantile Houses carefully
shipped.

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and Canton, for example, each occupy more
than 100 pages, comprising every conceiv-
able particular regarding them, from their
history native and foreign, to particulars of
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been powerful attractions. From his
"Notes on Formosa" are derived many of
the particulars given in the work under
review. * * * Interesting descriptions
of the fauna and flora of the island are
given, for details of which we refer our
readers to the book itself. We have, we
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character of the work; and must take
leave of it for the present, though with the
intention of completing our sketch of the
information it gives regarding the various
treaty ports, on a future occasion. In the
meantime, we can assure our readers that
no one who takes the trouble to gain a
more intimate knowledge of it, will regret
the time employed.

THE TREATY PORTS OF
China and Japan.

COMPLETE GUIDE TO THE OPEN PORTS OF
THOSE COUNTRIES, TOGETHER WITH PE-
KING, YEDU, HONGKONG AND MACAO.
FORMING A GUIDE BOOK & VADE ME-
CUM FOR TRAVELLERS, MERCHANTS,
AND RESIDENTS IN GENERAL.
8vo. pp. 618. With 29 MAPS and PLANS.
by
WM. F. MAYERS, F.R.G.S., H. M. C. S.,
N. B. DENNY, LATE H. M. C. S.,
AND CHAS. KING, LIEUT. R. M. A.

HONGKONG: CHARLES A. SAINT. (late A.
Shorttred & Co.)
LONDON: N. TROBNER & Co.

Price, \$5, leather half bound.

Opinions of the Press.

(Singapore Free Press, May 9.)
We referred briefly, several days ago, to
a new work published by Messrs. A. Short-
tred & Co., of Hongkong, entitled "The
Treaty Ports of China and Japan." But it
would be utterly impossible, in a condensed
notice of such a work, to give an ade-
quate idea of its contents. The historical
events of interest since the foundation of
the settlement of Hongkong, are perhaps
too much condensed into a general summa-
ry; but the most important feature in the
composition of the society of the present
day, is detailed at greater length.

When we come to consider that the book
before us makes no pretensions to be a his-
tory, but merely a guide book, we cannot
hesitate to pronounce it at once the most
complete work of its kind ever issued. The
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"Notes on Formosa" are derived many of

Shipping in Harbour.

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

G. on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STEAMERS.							
1867-68.							
Azof	W Johnson	Brit. str.	476	March 25	P. & O. S. N. Co	Bombay, &c.	22nd, 7 a.m.
China	W Steward	Brit. str.	2010	April 17	P. & O. S. N. Co		
Clan Alpine	E Hutchison	Brit. str.	943	April 6	Jardine, Matheson & Co	Shanghai	
Erl King	W Pinel	Brit. str.	1044	April 16	Aug. Heard & Co		
Fung Shuey	W Watson	Amer. str.	740	Feb. 4	A. Heard & Co		
Gloagly	W Hooper	Brit. str.	1265	April 17	Jardine, Matheson & Co	Shanghai	
Imperatrice	W Macaire	Feh. str.	2800	April 16	Messageries Imperiales	Saigon, Suez, &c.	
Kan Ka Kee	W Yeaton	Amer. str.	313	March 24	A. Heard & Co		
Lightning	W Matheson	Brit. str.	316	April 8	Gibb, Livingston & Co	Singapore, &c.	22nd, 2 p.m.
Malacca	W Tomlin	Brit. str.	1237	April 16	P. & O. S. N. Co		
Malta	W	Brit. str.	980	March 21	P. & O. S. N. Co		
Mons	W Morrison	Brit. str.	642	April 8	Gibb, Livingston & Co		
New York	W Fountleroy	Amer. str.	2600	April 16	Pacific Mail S. S. Co	Yokohama	
SAILING VESSELS.							
Atrevida	W Biaset	Brit. bk.	457	April 6	Rozario & Co	Malbourne and Sydney	
Aunt Lizzie	W Proctor	Brit. bk.	595	April 9	Carlowitz & Co		
Avon	W Edmund	Brit. bk.	645	April 13	Gilman & Co		
Baltes Will	W Locke	Brit. sh.	812	April 16	Douglas Lapraik & Co		
Batidoro	W Hower	Amer. sh.	1321	March 20	Captain		
Bonafactress	W Eldred	Amer. bk.	624	April 7	Smith, Archer & Co		
Camilo Covour	W Astorgula	Sal. sh.	820	April 17	Wm. Pastau & Co	Callao	Immediate
Cary & Jane	W Jansen	Hamb. bk.	412	March 7	Bourjau, Hubener & Co	Newchwang	
Oondor	W Schmidt	Prus. bg.	244	April 17	Siemssen & Co		
Ormes	W Barrow	Brit. sh.	478	April 3	Chinese		
Dayspring	W Middleton	Brit. bk.	393	March 19	Russell & Co	Malbourne and Sney	Early
Eliza	W Sengley	Brit. sh.	1378	March 1	Bosman & Co	San Francisco	Early
Ellen Morris	K Sellick	Brit. bg.	193	April 19	Order		
Fiery Cross	E Lamont	Brit. sh.	689	April 13	Jardine, Matheson & Co		
Golden Fleecce	W Gall	Brit. sh.	359	March 16	Chinese	Shanghai	Early
Henrietta	E Allen	Brit. bk.	181	March 30	J. S. Hook, Son & Co		
Henry Darling	W Webel	Brit. bk.	412	April 13	Chinese		
Hopeful	W Buttry	Brit. bk.	332	April 1	Order	Saigon	
Japan	W			April 16			
Java	W Anderson	Prus. bk.	309	March 31	Arnhold Karberg & Co	Portland	Early
Jeanne Alice	W Montier	Frch. sh.	1209	March 11	Order	San Francisco	Early
John L. Dimmock	W Wenchell	Brit. sh.	1047	March 26	Russell & Co		
La Paix	W Labarbe	Feh. bk.	497	April 12	Fred. Degener		
Maria	W Machado	Russ. sh.	687		Russell & Co	Malbourne and Sydney	
Maria Morton	W Mareello	Feh. bk.	401	March 31	Reynvan Brothers & Co	Manila	Early
Maria Thereso	W Bonneson	Feh. bk.	502	Dec. 12	Carlowitz & Co	Surinam	
Merchandise	W Ramsey	Brit. bg.	252	April 14	Grun & Co		
Merchandise	W Murelyan	Brit. sh.	1018	April 8	Jardine, Matheson & Co		
Midnight	W Brook	Amer. sh.	638	April 14	Olyphant & Co		
Navarino	W Wettrog	Brit. bk.	408	March 21	Smith, Archer & Co		
Neville	K Jackson	Brit. sh.	715	Feb. 16	Turner & Co		
Nile	W Cutty	Brit. bk.	240	April 14	W. Howard		
Paramatta	W Andrews	Brit. bk.	370	April 16	Russell & Co		
Peruvian	W Thompson	Amer. sh.	1076	April 14	Pacific Mail S. S. Co		
Resolute	W Buziere	Siam. sh.	860	April 8	Yuen Fat Hong		
Reynard	W Emery	Amer. sh.	1020	April 17	Russell & Co		
San Lorenzo	W Lebesma	Span. bg.	220	April 7	Remedios & Co	Manila	
Santa Anna	W Gavito	Span. bk.	402	March 26	Remedios & Co		
Spitfire	W Mills	Brit. sh.	440	March 22	John Burd & Co		
Sultan	W Howard	Brit. bk.	399	Feb. 8	Order		
Sword Fish	W Muller	Siam. sh.	575	March 3	Chinese		
The Colleen Dawn	W Allen	Brit. bk.	380	April 4	Arnhold Karberg & Co		
Tycoon	W Mutter	Brit. bk.	352	April 16	Gibb, Livingston & Co		
Villa de Rivadavia	W Castilha	Span. bg.	261	April 13	Remedios & Co		
Young Greek	W Beliroth	Brit. bk.	424	April 8	Yuen Fat Hong		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Cataluna	Escanulilla	Span. str.	361	April 3	Order		

SHANGHAI.

Merchant Sailing Vessels, from or for European, Australian and American Ports, in Harbour on April 1.

Ship's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Where from.	Destination.	Consignees or Agents.
Andrew Jackson	MacCallum	Amer. sh.	1233	Feb. 27	Newport	Hongkong	Frazar & Co
Emily Finn	Penell	Brit. sh.	1009	March 30	Cardiff		Master
Gen. Havelock	Cawse	Brit. bk.	351	March 4	Cardiff	London	Gibb, Livingston & Co
Isabella Ridley	Watson	Brit. bk.	516	March 5	Cardiff		Bourjau, Hubener & Co
Layard	Watson	Brit. bg.	175	March 15	Newcastle, n.s.w.		Frazar & Co
Magellan	Crosbie	Brit. sh.	618	Feb. 24	Liverpool	London	Shaw, Brothers & Co
Phoenix	Oullen	Brit. sh.	306	March 15	Cardiff	Vancouver	Frazar & Co
Princess of Wales	Shepherd	Brit. sh.	996	Feb. 21	Newport		Jardine, Matheson & Co
Tavistock	Steele	Brit. sh.	532	January 2	Shields		Gibb, Livingston & Co
White Adder	Moore	Brit. sh.	915	March 11	London	New York	W. K. Adamson & Co

VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.	Intended Despatch.
CHINA & JAPAN PORTS—SHANGHAI	Golden Fleecce	Br. sh.	Chinese	
OTHER PORTS—				
BOMBAY, &c.—Eng. Mail	China	Br. str.	P. & O. S. N. Co	22d
CALLAO	Cary & Jane	Hum. bk.	Bourjau Hubener & Co	
MANILA	Maria Morton	Fr. bk.	Reynvan Bros. & Co	
Do.	Santa Anna	Sp. bk.	Remedios & Co	Early
MELBOURNE & SYDNEY	Maria	Ru. sh.	Russell & Co	
Do.	Dayspring	Br. bk.	Russell & Co	
Do.	Atrevida	Br. bk.	Rozario & Co	
PORTLAND	Jeanne Alice	Fr. sh.	Order	
SAIGON	Hopeful	Br. bk.	Order	
Do.	Spitfire	Br. sh.	John Burd & Co	
SAN FRANCISCO	Eliza	Br. sh.	Bosman & Co	
Do.	J. L. Dimmock	Br. sh.	Russell & Co	Early
SINGAPORE, &c.	Lightning	Br. str.	Gibb, Livingston & Co	22d
SURINAM	M. Thereso	Fr. bk.	Carlowitz & Co	

* At Whampoa.

† At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Guas.	H. P.	Captain.
Algerine	British	gun-vessel	3	80	O. E. Donville, Lieut.
Drake	British	gun-boat	3		C. Crowley, Lieut.
Flamer	British	naval hospital	—		Attached to Melville
Forester	British	gun-boat	3	60	In Ordinary
Hardy	British	gun-boat	3	60	In ordinary
Janus	British	gun-boat	3	40	Koppel, Lieut.
Manila	British	gun-boat	—		Johnson, Lieut. Comr.
Melville	British	naval hospital	—		R. Bernard, D.M.I.G. &c.
Princess Charlotte	British	receiving ship	14		Commodore Oliver Jones
Rifleman	British	surveying ship	—		J. W. Reed, Nav. Lieut.
Unadilla	U. States	steamer	5	180	Hatfield, Lt. Commander
Watchful	British	gun-boat	3	40	Harbor Tender to Comm.

MEN-OF-WAR AT CANTON.

Name.	Flag.	Rig.	Guas.	H. P.	Captain.
Chong-teing	Chinese	gun-boat	3		Bessard
Fee-long	Chinese	gun-boat	3		Edwards
Hai-ching	Chinese	Customs' cruiser	4		Folsom

HONGKONG, MACAO AND CANTON.

STEAMERS.

Vessel.	Flag.	Captain.	Tons.	Owners or Agents.
Fame, (110 h.p. power)	British	Stephenson	117	H. & W. Dock Company's Tug
Firo Dart	British	Carroll	380	H. & W. Dock Company's Tug
Kim Shan	British	Haskell	456	Do.
Kiu Kiang	British	Banning	617	Do.
Lintin	British	Laid up	69	Acheong
Little Orphan	British	Banning	46	Union Dock Company Tug.
Poyang	British	Laid up	379	H. & W. Dock Company's Tug.
Prince Albert	British	Godsill	101	Q. Acheong
Sir J. Jeejeebhoy	Amer.	Wilson	140	Thomas Hunt & Co
Spark	Amer.	Graves	280	H. & W. Dock Company's Tug.
White Cloud	British			H. & W. Dock Company's Tug.

RECEIVING SHIPS.

Vessel.	At	Flag & Rig.	Tons.	Captain.	Owners.
Fort William	Hongkong	B. sh.	1000	Townsend	P. & O. S. N. Steam Co
Mahamoodie	Fulchaut	B. bk.	292	Oliver	Jardine, Matheson & Co
Snipe	Ningpo	B. bk.	341	Green	Jardine, Matheson & Co
Water Witch	"	B. sh.	427	Lewes	Captain Lewes
Lady Hayne	"	B. bg.	384	Partridge	Jardine, Matheson & Co
Wellington	"	B. bk.	472	Bennett	David Sassoon Sons & Co
Pathfinder	{ Ta-kau, }	B. sh.	262		Jardine, Matheson & Co
Ternate	{ Formosa }	B. bk.			Dent & Co

Chinese Advertisements.

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理事人

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